



November 16, 2017



McClellan-Palomar Airport Master Plan Update & Program Environmental Impact Report

Quick Overview of County Airports & Planning

- Eight County Airports
- County is the ground-facilities manager of these public use airports
- FAA operates airspace, navigation, air traffic and safety
- Noise Program, community outreach
- Previous 20-yr Master Plan anticipated shift to larger aircraft

Why is a Master Plan Needed for the Airport?

- Master Plan: Long-term planning document to anticipate facility needs
 - Forecast of aviation demand & associated FAA-defined facility requirements
 - Financial, and Phased Implementation Plans
 - Environmental review

Master Plan & CEQA Process Status

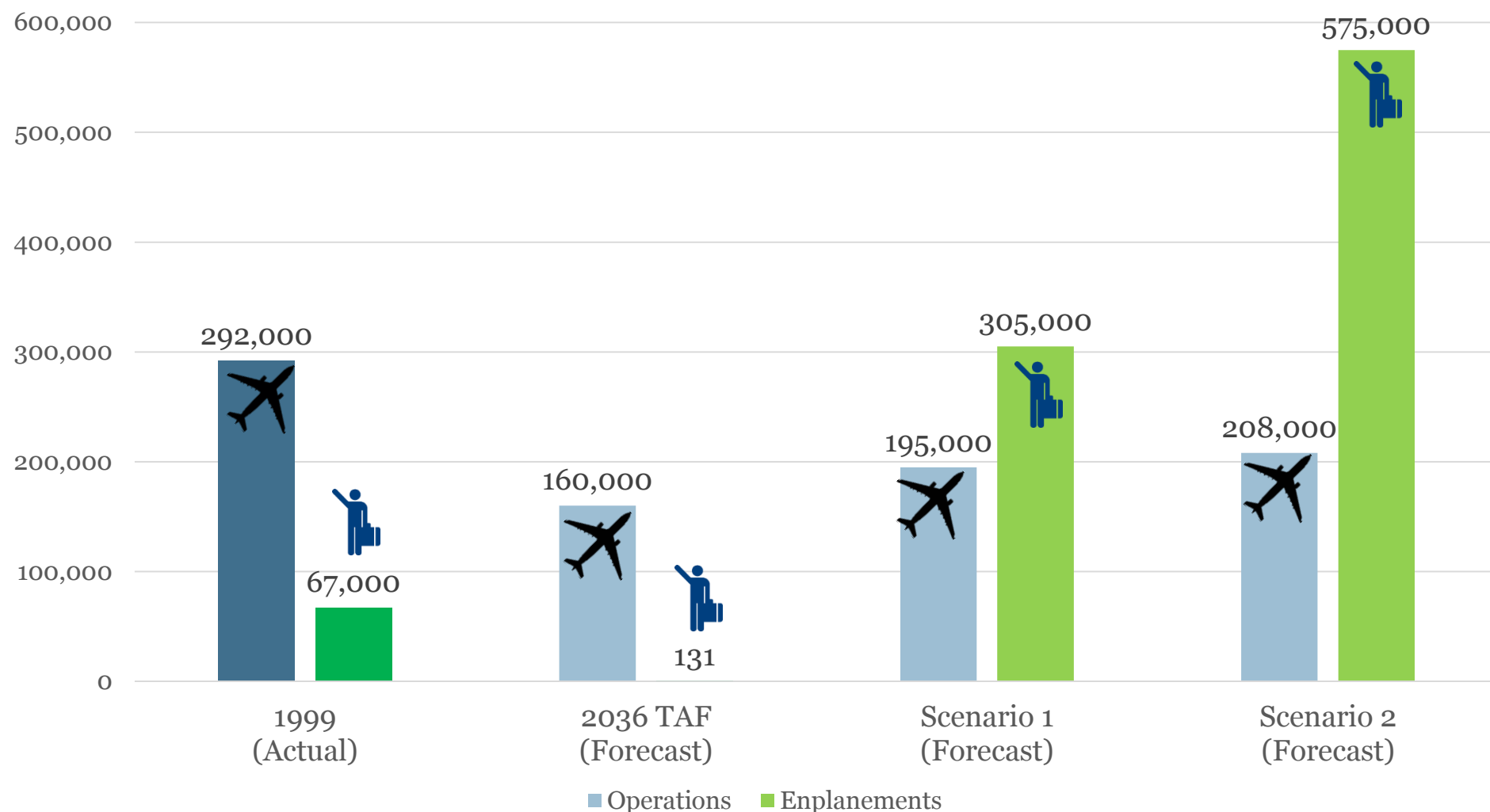
- Inventory, surveys, and data collection
- Aviation forecasts, demand capacity analysis
- Facility requirements
- Alternatives development
- **Proposed Alternative, CEQA Environmental Review**
- Public Review of Draft Master Plan & Program EIR
- Board of Supervisors Hearing to Approve Master Plan & Certify Program EIR
- Seek FAA Concurrence & Construction funds



Master Plan Objectives

- Enhance Safety
- Adhere to FAA design standards
- Minimize impacts to community
- Minimize impacts to businesses
- Remain on-Airport property
- Minimize environmental impacts
- Minimize implementation costs
- Accommodate demand

Historical and Forecast Operations and Enplanements



Planning for the Future!

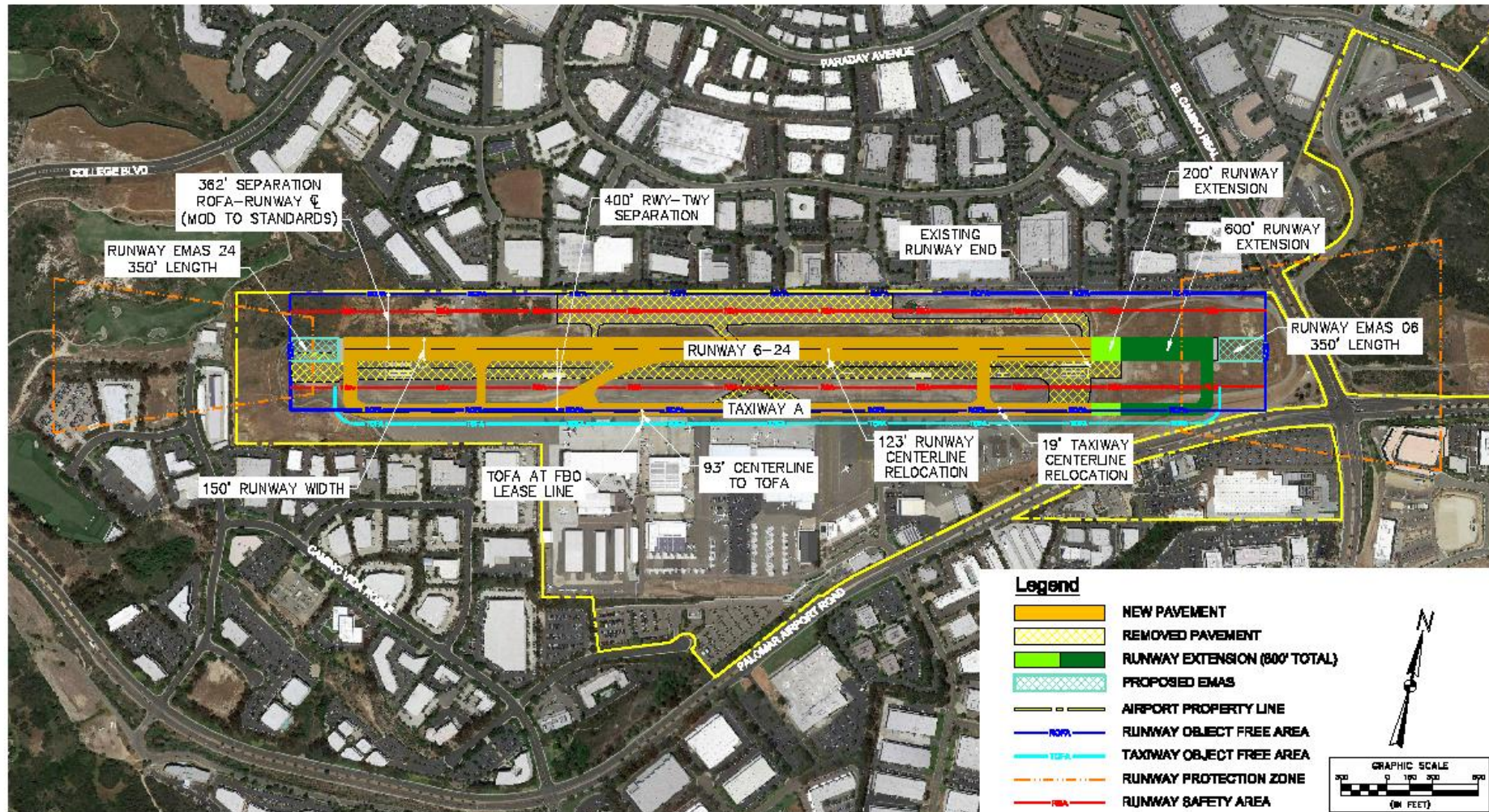
- Establishing the Airport Layout Plan
 - Use forecast data to determine the most demanding aircraft in regular use to establish the airfield's safety dimensions
 - Operational Safety: Airport classification shift from B-II to D-III facility requires increased separation distances for aircraft movement areas

Airplane Design Group (ADG) Examples		Airplane	Wingspan
B-II		Embraer-120 (Previously Used by SkyWest)	65.0'
B-II		Falcon 2000	63.5'
C-II		CRJ-700 (In operation by CalJet Elite)	76'
C-III		Embraer-170	85.3'
D-III		Gulfstream 650 (Critical Aircraft for Palomar Airport Master Plan)	99.7'

Alternatives Considered

- B-II Enhanced
- D-III Full Compliance
- D-III Modified Standards
- D-III On Property
- Public Comment
- D-III Modified Standards Compliance (Proposed Alternative)

Proposed Alternative



Conceptual Phasing Plan

CONCEPTUAL DEVELOPMENT PHASES/FEATURES:

NEAR-TERM (0-7 YEARS)

- 1 Relocation of the Glideslope Building and Antenna
- 2 Relocation of the Segmented Circle and Windsock Equipment
- 3 Relocation of ARFF Facility
- 4 Construction of EMAS System for RWY 24
- 5 Relocation of the Vehicle Service Road
- 6 Relocation of Lighting Vault
- 7 200' Extension of Existing RWY 06-24 and TWY A

INTERMEDIATE-TERM (8-12 YEARS)

- 8 Removal of Fuel Farm on North Apron
- 9 Removal of the North Apron and TWY N
- 10 Area Reserved for Future GA Parking
- 11 Passenger/Admin/Parking Facility Improvements

PHASE 3: LONG-TERM (13-20 YEARS)

- 12 Relocation 123' North/Extension of RWY 06-24 (Includes REILs, PAPIs, Localizer Antennae and MALSRs)
- 13 Removal/Reconstruction of Existing Connector Taxiways
- 14 Removal/Reconstruction of Existing TWY A (Includes Lighting)
- 15 Construction of EMAS System for RWY 06
- 16 Relocation of EMAS System for RWY 24



Ground Facility Constraints to Commercial Service

PALOMAR AIRPORT

JOHN WAYNE AIRPORT

AIRPORT OPERATIONS AREA - 202 ACRES	198		401 ACRES – AIRPORT OPERATIONS AREA
COMMERCIAL RAMP ----- 173,400 SQ FT	981		1,700,400 SQ FT - COMMERCIAL RAMP
TERMINAL ----- 18,000 SQ FT	4058		730,505 SQ FT ----- TERMINAL
AIRCRAFT PARKING ----- 5 SPACES	600		35 SPACES ----- AIRCRAFT PARKING
PAVEMENT STRENGTH ----- 110,000 LBS	273		300,000 LBS --- PAVEMENT STRENGTH
PARKING LOTS ----- 625 SPACES	1360		8,500 SPACES ----- PARKING LOTS

Overall Approach to Environmental Review

CEQA Section 15152 & 15168 (c):

Programmatic review to allow for Tiering

- Environmental due diligence review of the Proposed Project using current information
 - Existing environmental setting
 - Conceptual project footprints
 - Additional environmental review when funding identified
- As part of the EIR we looked at different areas to evaluate impacts and determine options for mitigation and list some of the areas.
Natural growth of aviation transportation over time will occur regardless of the Proposed Master Plan Improvements.

Next Steps *(subject to change)*

- 45-day Public Review of the Draft Master Plan & Program EIR documents
 - Two Public Workshops
 - January / February 2018
- PAAC Update and comment submittal
 - January 18, 2018
- PAAC Recommendation
 - Late Spring 2018
- County Board of Supervisors Hearing to request adoption of Master Plan and certification of PEIR
 - Mid 2018

Community Resources Available on
the McClellan-Palomar Airport
Website:
PalomarAirportMP.com

Thank you!

